

11AF RCC Synopsis for Mission 08M0046 (N213EH)

April 2008

15 1921Z: First Alert – no corresponding QALQ, ENREQ, or ALNOT

15 1946Z: USMCC notification of a composite ELT (121.5)

15 1947Z: 11AF RCC commenced communication actions to corroborate ELT signal and determine if there is a distress situation.

Agencies contacted:

Kenai FSS - They did not have any overdue aircraft or reports of distress.

Anchorage Center- They have no airborne reports.

Fairbanks FSS- They did not have any overdue aircraft or reports of distress.

Sheep Mountain Lodge- They have not seen any signs of distressed aircraft.

Meekins Air- They do not have any activity in the Sheep Mountain area, but will check their parked aircraft.

Eureka Lodge- They have not seen any signs of distressed aircraft.

15 2100Z: 11AF RCC initiated actions to task search and rescue aircraft to determine source of ELT and determine if a distress situation existed.

¹⁵³²
15 2332Z: Search aircraft arrived near the ELT coordinates and were receiving an ELT signal. Search aircraft required to return to station based on weather less than aircraft/crew minimums.

¹⁶⁵²
16 0052Z: Initial search assets unable to get to site due to WX, will have to RTB soon. 11AF RCC requested follow on search and rescue assets.

¹⁸⁰⁷
16 0207Z: Trooper driving Glenn Hwy through search area: will maintain visual and electronic look out

¹⁸⁵²
16 0252Z: Fixed wing rescue asset arrived at coordinates, but are required to orbit above cloud layers. Rotor wing asset unable to reach ELT coordinates based on weather below aircraft/crew minimums.

¹⁹³³
16 0333Z: Aviation search assets (fixed wing and rotary wing) cannot get to search area due to weather

¹⁹⁴⁰
16 0340Z: ERA Helicopter representative called 11AF RCC to report that one of their helicopters is overdue in the same approximate area as the ELT signal. Told ERA to report overdue to FAA. NOTE: this is the first notification of an overdue aircraft; they were on an internal flight plan – no FAA flight plan

16 0357Z: Provided mission update to Alaska State Troopers (AST)(Note: they had been apprised of the situation from onset of 11AF RCC involvement).

NOTE: During the next 12 hour period, a robust ground search plan was executed involving ANG, AST, DOT and ERA assets. Additionally, more aviation assets were tasked and responded with multiple

attempts to search in the area associated with the ELT and the last known position of the overdue ERA helicopter . None were successful due to WX until morning.

16 1556Z: Alaska State Trooper helicopter has located the ERA helicopter crash site.

11 RCC INCIDENT/MISSION SUMMARY

INCIDENT NUMBER: 08I00108	MISSION NUMBER: 08M0046
INCIDENT OBJECTIVE TYPE: SEARCH ELT	LOCATION: SHEEP MOUNTAIN
INCIDENT OPEN DTG: 15APR08 1942Z	INCIDENT CLOSE DTG: 15APR08 2224Z
MISSION OPEN DTG: 15APR08 2224Z	MISSION CLOSE DTG: 16APR08 2253Z

CREDIT SUMMARY:

SAVES: 1 ASSISTS: DECEASED: 4 MISSING: LOCATED:
OTHER:

MISSION NARRATIVE:

MISSION OPENED IN RESPONSE TO SARSAT REPORTS OF AN ELT NEAR SHEEP MOUNTAIN. GULKANA (GKN) CAP WAS TASKED AND RESPONDED WITH A SEARCH AIRCRAFT BUT WAS UNABLE TO SEARCH DUE TO BAD WEATHER. THE 210, 211, AND 212 RQS WERE THEN TASKED AND RESPONDED WITH AN HH-60, HC-130, AND PARARESCUEMEN (PJ'S), WHICH WERE ALSO UNABLE TO SEARCH DUE TO WEATHER. SUBSEQUENTLY RCC WAS ADVISED OF AN OVERDUE HELICOPTER OPERATING NEAR THE VICINITY OF THE SARSAT REPORTS. MATANUSKA-SUSITNA (MAT-SU) CAP WAS ALSO TASKED AND RESPONDED WITH A GROUND SEARCH TEAM TO HELP LOCALIZE THE ELT SIGNAL. THE OWNERS OF THE AIRCRAFT ALSO ORGANIZED THEIR OWN SEARCH TEAM. THE 212 RQS PJ'S WERE RE-TASKED AS A GROUND SEARCH TEAM AND RESPONDED TO THE SEARCH AREA. AFTER THE WEATHER IMPROVED, THE AK STATE TROOPERS (AST) LAUNCHED THEIR HELICOPTER WHICH LOCATED THE CRASH SITE. THE AST HELICOPTER THEN TRANSPORTED THE PJ'S TO THE CRASH WHERE THEY LOCATED ONE SURVIVOR AND TRANSPORTED HIM TO MAT-SU REGIONAL HOSPITAL IN CRITICAL CONDITION. THE FOUR OTHER PERSONS ONBOARD WERE CONFIRMED DECEASED AND WERE RECOVERED BY AST. THE 210 RQS HH-60 WITH 212 RQS PJ'S ONBOARD FLEW TWO SORTIES FOR 1.4 HOURS. THE 211 RQS HC-130 WITH 212 RQS PJ'S ONBOARD FLEW ONE SORTIE FOR 2.0 HOURS. THE 212 RQS PJ'S GROUND TEAM SEARCHED FOR 11.7 HOURS. GKN CAP FLEW ONE SORTIE FOR 1.6 HOURS. THE MAT-SU CAP GROUND TEAM SEARCHED FOR 6.0 HOURS AND CLAIMED \$35.00 IN EXPENSES. THE AST HELICOPTER FLEW ONE SORTIE FOR 2.5 HOURS. ONE SAVE AWARDED/FOUR DECEASED.